OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL' 報日字華港香 (Hongkong Wa Tze Yat Po.) ISSUED DAILY.

CHEUNG UK MAN, Manager and Publisher.

SUBSCRIPTION: Five Dollars a year, deliverable in Hongkong. Outports, $11.50 per annum, including postage.

No. 10,032 | 號五十月四年五十九百八千一英 | HONGKONG, MONDAY, APRIL 15, 1895. | 日一廿月三年未乙 | PRICE, $2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 159 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, Rue de la Grange Bateliere.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO and American Ports generally:—BEAN & BLACE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.

CHINA:—Macao, A. A. DA CRUZ. Amoy, N. MOALLE & Co., LIMITED. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL,....£2,000,000.
CAPITAL CALLED UP,.... " 251,093.15.0.

Bankers:
CAPITAL & COUNTIES BANK, LIMITED.

Head Office:
3, PRINCES STREET, LONDON.

Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST
Allowed on Current Accounts and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 247

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
J. S. MOSES, Esq.—Chairman.
J. KRAMER, Esq.—Deputy Chairman.
R. M. Gray, Esq. | S. C. Michaelsen, Esq.
C. J. Holliday, Esq. | D. R. Sassoon, Esq.
Hon. J. J. Keswick. | N. A. Siebs, Esq.
Hon. A. McCosh.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, February 16, 1895. 343

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £275,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 825

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 18, 1893. 1515

CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street. 478

Intimations.

CATHAY CHAPTER, No. 1165.

AN Emergency CONVOCATION of the above CHAPTER will be held at FREEMASONS' HALL, Zetland Street, THIS EVENING, the 15th Instant, at 8.30 for 9 p.m. precisely.

EVELYN. C. ELLIS,
Scribe E.

Hongkong, April 15, 1895. 668

FURNITURE WAREHOUSE.

LI KWONG-LOONG,
Cabinet-maker and Art Decorator, from SHANGHAI, has opened a FURNITURE STORE at No. 3, WYNDHAM STREET,
The only Shop in Hongkong with this name,
Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.
Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.
Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. "LI KWONG LOONG furnished "the Annexe to our Dispensary and "gave us every satisfaction.
(Sd.) "A. S. WATSON & Co., LD."
ORDERS punctually attended to and CHARGES MOST MODERATE.
AN INSPECTION INVITED.

Hongkong, April 13, 1895. 712

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 51.

Navigation of the Canton River.

FROM Motives of Defence, the PROVINCIAL AUTHORITIES have Decided TO INTERDICT, for the present, the NAVIGATION of the CANTON RIVER AT NIGHT.

J. H. MAY,
Harbour Master.

Approved:
E. FARAGÓ,
Commissioner of Customs.

Custom House,
Canton, 8th April, 1895. 686

In the Matter of ROBERT FRASER-SMITH, Deceased.

PERSONS INDEBTED to the above ESTATE will oblige by PAYING the AMOUNTS DUE to the SHROFF of THE HONGKONG TELEGRAPH.

C. F. A. SANGSTER,
Acting Registrar and Official Administrator.

Hongkong, February 25, 1895. 396

SHANGHAI RACES.

RETURN TICKETS, FIRST SALOON, for the above Races, can be obtained on and after this date by the STEAMERS of the Undermentioned LINES, available for ONE MONTH from date of issue.

Fare, ... $60.

A. WOOLLEY,
Acting Superintendent, P. & O. Company.
C. TOURNAIRE,
Acting Agent, Messageries Maritimes Cie
MESSRS. MELCHERS & Co.,
Agents, North German Lloyds.

Hongkong, April 8, 1895. 669

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).
One person, per day ... ... $ 4.00
One person, per month ... $75 to 100.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month 150.00
Married couple (occupying two rooms) per month 170.00

For further Particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, April 10, 1895. 696

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of TWENTY PER CENT. upon CONTRIBUTIONS for the Year 1894 has This Day been declared. WARRANTS will be Issued on the 23rd Instant.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, April 6, 1895. 663

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED, ...£1,125,000.
PAID-UP, ...£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.
ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 16, 1893. 249

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.
Jointings for any work, however great the pressure and temperature.

LUBRICANTS both liquid and solid.
ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

700

Apollinaris

"THE QUEEN OF TABLE WATERS."

"First in Purity."
BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not even dream of."
MORNING ADVERTISER.

SOLE AGENTS:
CARLOWITZ & CO.
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

MOUNT AUSTIN HOTEL.

Telegraphic address "EXCELSIOR," Hongkong, A. B. C. Code. 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE No. 36.

THIS Magnificent HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.
THE CUISINE is under the personal superintendence of an experienced EUROPEAN STEWARD.
LAWN TENNIS:—Three Courts in splendid condition are kept for the use of VISITORS.
TRAMWAY TICKETS are supplied to Residents and Visitors at the HOTEL at reduced rates.
For further Particulars, apply at the OFFICE 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, September 24, 1894. 1523

W. POWELL & Co.

EX STEAMSHIP BOMBAY.
NEW BOOTS AND SHOES
LADIES', GENTLEMEN'S AND CHILDREN'S,
Also,
TENNIS SHOES.
W. POWELL & Co.

Hongkong, April 3, 1895. 634

'NEW MILLINERY'
(JUST RECEIVED),
LADIES' SAILOR HATS, (all shapes).
UNTRIMMED STRAWS, (all shapes).
FLOWERS, FEATHERS, RIBBONS, ETC.
HONGKONG TRADING Co.,
Nos. 1 to 5, D'AGUILAR STREET,
And Under HONGKONG HOTEL.

356

P. L. B. A.

'HE WHO DRINKS GOOD BEER'
SHOULD try PRESTONPAN'S LIGHT BITTER ALE.
Pure, Light, well-hopped, brewed expressly for this climate.
THE FINEST BITTER ALE IMPORTED.
At 7-doz. Pints or 4 doz. Quarts, $14.50.

So'e Agents—
WATTS & Co.,
2, Ice House Street. 653

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
SHANGHAI.....	Canton	About 20th April.....	Freight or Passage.
S'HAI, KOBE & YOKOHAMA	K'saw-i-Hind	About 22nd April...	Freight or Passage, (passing through the INLAND SEA).
LONDON, &c.....	Ganges	Noon, 23th April	See Special Advertisement.
LONDON.....	Bombay	About 1st May.....	Freight or Passage (calling at MARSEILLES, if sufficient inducement offers).

For further Particulars, apply to

P. & O. S. N. Co.'s Office,
Hongkong, April 13, 1895.

ALF. WOOLLEY, Acting Superintendent.

713

Business Notices.

HONGKONG HOTEL.

Telegraphic Address, "Kremlin"—A.B.C. Code. Telephone, No. 32.

BOARD and LODGING, from $4.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

E. J. RICHARDSON,
Manager.

Hongkong, January 21, 1895. 167

AUSTRALIAN BUTTER.

WOOD'S CELEBRATED COW BRAND
VICTORIAN BUTTER.
HOPKINS, CUMMING & Co.,
64, QUEEN'S ROAD CENTRAL, HONGKONG,
Sole Agents, Hongkong, China and Japan.

Hongkong, January 28, 1895. 203

H. RUTTONJEE.

AUSTRALIAN PRODUCTS, AUSTRALIAN PRODUCTS.
JUST LANDED ex CHANGSHA.
BACON. ROLLED, FLITCHES, MIDDLES. BACON.
Per lb ... ... 45 CENTS.
Having been appointed SOLE AGENTS for those Articles, I am in a position to offer at REDUCED PRICES.
H. RUTTONJEE, 13, D'Aguilar Street.

Hongkong, March 22, 1895. 578

To Let.

TO LET.

DWELLING HOUSES—
'HIGHCLERE,' at MAGAZINE GAP.
'DES VŒUX VILLAS,' at THE PEAK.
'DUNHEVED,' on ROBINSON ROAD, (partly Furnished).
Nos. 21 and 23, CAINE ROAD.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
GODOWNS—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, April 6, 1895. 215

TO LET.

THE PREMISES now occupied by W. ROBINSON & Co. Exceptional position. Good light. Possession from 1st May.

Apply to
W. ROBINSON & Co.,
Under HONGKONG HOTEL.

Hongkong, April 2, 1895. 627

TO LET.

From 1st May.

'GREENMOUNT,' CAINE ROAD. 8 ROOMS.

For Particulars, apply to
GILMAN & Co.

Hongkong, April 11, 1895. 704

Intimations.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1097

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 9, 1894. 1

Shipping.

Steamers.

FOR YOKOHAMA AND KOBE.

The Steamship Frigga, Captain T. VOSS, will be despatched for the above Ports TO-DAY, the 15th Instant, at 4 p.m.
This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, April 15, 1895. 710

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship Haitan, Capt. GODDARD, will be despatched for the above Port on TUESDAY, the 16th Instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, April 13, 1895. 714

CHINA NAVIGATION COMPANY, LIMITED.

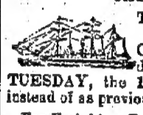
FOR YOKOHAMA AND KOBE.

The Steamship Taiyuan, Captain NELSON, will be despatched as above on TUESDAY, the 16th Instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 13, 1895. 681

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.



The Co.'s Steamship Chelydra, Captain R. CASS, will be despatched as above on TUESDAY, the 16th Instant, at Noon, instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 11, 1895. 653

CHINA NAVIGATION COMPANY, LIMITED.

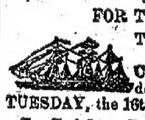
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship Changsha, O. ANDERSON, Commdr., will be despatched as above on TUESDAY, the 16th Instant, at 3 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 11, 1895. 665

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

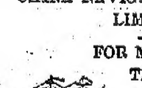


The Steamship Kweiyang, Captain DAWSON, will be despatched as above on TUESDAY, the 16th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 9, 1895. 688

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.



The Steamship Sungkiang, Captain C. B. N. DODD, will be despatched on TUESDAY, the 16th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 11, 1895. 707

STRATH LINE OF STEAMERS.

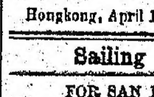
FOR NEW YORK VIA SUEZ CANAL.

The Steamship Strathcarron, Captain SPEAIT, will be despatched for the above Port on WEDNESDAY, the 24th Instant, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 13, 1895. 678

Sailing Vessels.

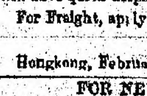
FOR SAN FRANCISCO.



The 100 A.1. British Ship Queen Margaret, FAULKNER, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.

Hongkong, February 28, 1895. 419

FOR NEW YORK.



The 3/3 A.1.T. American Ship Sachem, BARTLETT, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.

Hongkong, March 27, 1895. 597

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship Lightning, Capt. J. G. SPENCE, will be despatched for the above Ports on WEDNESDAY, the 17th Instant, at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, April 11, 1895. 699

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.

The Co.'s Steamship Melpomene, Captain E. MECORRI, will leave for the above places on or about WEDNESDAY, the 17th Inst.
For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, April 10, 1895. 605

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship Dardanus, Capt. GREGORY, will be despatched as above on THURSDAY, the 18th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 11, 1895. 708

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship Niobe, Capt. E. G. PFAFF, will be despatched for the above Ports on FRIDAY, the 19th Instant, at Noon.
This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, April 11, 1895. 705

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship Energia, Captain SAW, will be despatched as above on or about FRIDAY, the 19th Instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 11, 1895. 700

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship Glengarry, Capt. FERGUSSON, will be despatched as above on or about the 23rd Instant.
This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 8, 1895. 671

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Frigga*, Captain T. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 13th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, April 13, 1895. 711

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Chartered S.S. *Polyphemus* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Instant, at 4 o'clock p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day, the 9th Instant.

The Steamer having been ashore at Gap Rock, Consignees are requested to send in their Bills of Lading at once in order that signatures to the GENERAL AVERAGE BOND may be obtained.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, April 9, 1895. 685

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID,
MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 17th April, 1895, at Noon, the Company's S.S. *CALEDONIEN*, Commandant FLANDIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 16th April, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. TOURNAIRE,
Acting Agent.

Hongkong, April 3, 1895. 637

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *GANGES*, Captain T. F. CREERY, carrying Her Majesty's Mails, will be despatched from this for LONDON, *viâ* BOMBAY, on THURSDAY, the 25th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 11, 1895. 702

Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA*
THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS,
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	THURSDAY, May 9, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...	TUESDAY, May 28, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	TUESDAY, June 18, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 9th May, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 10, 1895. 689

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria	Tuesday	April 23.
Tacoma	Tuesday	May 14.
Sikh	Tuesday	June 4.
A Steamer	Tuesday	June 25.

THE Steamship *VICTORIA*, Captain J. PANTON, R.N.R., sailing at Noon, on TUESDAY, the 23rd April, will proceed to VICTORIA, B.C., and TACOMA, *viâ* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 20, 1895. 562

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Preussen	Monday	April 29.
Karlsruhe	Monday	May 27.
Prinz Heinrich ...	Monday	June 24.
Bayern	Monday	July 22.
Preussen	Monday	August 19.

ON MONDAY, the 29th day of April, 1895, at 3 p.m., the Company's S.S. *PREUSSEN*, Captain HÖGEMANN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 27th Instant, Cargo and Specie will be received on board until Noon, on MONDAY, the 29th Instant, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 28th Inst. Contents of Packages are required. No Parcel Receipts will be signed for less than $2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, April 9, 1895. 690

Entertainments.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB WILL PRODUCE ON
WEDNESDAY, the 17th April,
And
SATURDAY, the 20th April,
'THE MAGISTRATE,'
A FARCE IN THREE ACTS,
BY
A. W. PINERO.

Doors open at 8.30 p.m.
Performance at 9.00 p.m. precisely.

Tickets can be booked at the TICKET OFFICE, City Hall, on and after *Saturday*, the 13th April, between the hours of 10 a.m. and 3 p.m.

Not more than 4 Seats can be taken at one Booking.

LATE TRAM a quarter-of-an-hour after the fall of the Curtain.

Hongkong, April 10, 1895. 651

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

No.
A
25.—Aberdeen Dock.
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co., do.
B
9.—Bank, H. & Shanghai.
84.—Bank, H. & Shanghai, Peak Mess.
83.—Bell, Dr., Residence.
66.—Blackhead & Co., Office.
65.—Blackhead F., Residence.
96.—Bradley & Co.
18.—Butterfield & Swire, Shipping Office.
36.— Do. do. Sugar Office.
36A.— D. do. Refinery Quarry Bay.
C
42.—Canadian Pacific Railway Co
22.—'China Mail' Office.
11.—Club, Hongkong.
10.— Do. Peak.
71.—China Sugar Refinery, Town Office.
72.— Do. do. East Point.
87.—Compradore, Douglas Lapraik & Co.
83.— Do. do., Residence.
75.—Compradore, Lauts, Wegner & Co.
78.—Cousins, J., Supt. S. O. & N. P. Cos.
D
12.—'Daily Press' Office.
85.—Dairy Farm Co., Office.
67.—Dairy Farm, Pok Foo Lum.
73.—David, A. J., Residence.
60.—David & Co., Office.
20.—Dock Co.
41.—Dodwell, Carlill & Co.
17.—Douglas Lapraik & Co.
E
58.—Electric Co., Hongkong.
3A.—Ewens, C., Residence.
F
74.—Fletcher & Co., Pharmacy.
G
48.—Gas Co., East Point.
47.— Do. West Point.
31.—Gibb, Livingston & Co.
7.—Godown Co., Kowloon.
81.— Do. Praya Central.
33.— Do. West Point.
44.—Government House.
H
50.—Harbour Master.
6.—Harrison, W. Stuart, Residence.
2.—Hartigan, Cantlie and Stedman, Drs.
95.—Haskell, D., Residence.
1.—'Hongkong Telegraph.'
101.—Hongkong, Canton & Macao Steamboat Co., Ltd., Office.
102.—Hongkong, Canton & Macao Steamboat Co., Ltd., Wharf.
28.—Holliday, C. J., Residence.
27.—Holliday, Wise & Co.
13.—Hop Hing Hong.
26.—Hospital, Alice Memorial.
80A.— Do. Government Civil.
3.— Do. Peak.
32.—Hotel, Hongkong (*Public Telephone*).
35.— Do. Mount Austin.
29.— Do. Peak.
56.— Do. Victoria (*Public Telephone*).
82.—Ho Tung, Bonham Strand.
77.— Do. Praya Central.
59.— Do. Residence.
37.—Humphreys & Son, Queen's Road.
68.—Humphreys, J. D., Residence.
J
30.—Joseph, H. H., Residence.
23.—Jordan, Dr., Praya Central.
43.— Do. do. Residence.
53.—Judd, W., Residence.
K
64A.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
21.—Kerosine Godown.
86.—Kirch, J., Residence.
70.—Kramer, J., Residence.
L
91.—Lamke & Rogge.
92.—Lamke, J., Residence.
97.—Lane, Crawford & Co.
89.—Layton, B., Office.
90.— Do., Residence.
80.—Lowson, Dr., Residence.
M
39.—Mackintosh, E., Residence.
98.—Man On Insurance Co.
N
5.—Nam Woo & Co.
O
46.—Opium Farmer.
P
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
15.—Police Station, Central.
R
51.—Ray, E. C., Office.
34.— Do. do. Residence.
45.—Rope Factory.
103.—R. E. Guard Room.
104.—Royal Engineers' Mess.
4.—Rumsey, Comdr., R.N., Residence.
S
52.—Sailors' Home.
94.—Sassoon, M. S. & Co., Office.
99.—Schellhass & Co.
49.—Shewan & Co.
100.—Sperry Flour Co.
55.—Stedman, Dr., Residence.
61.—Stevens, G. R., Office.
62.— Do. do. Residence.
T
14.—Telegraph Companies.
76.—Telegraph Companies' Mess, Peak.
54.—Tram Station, Peak.
92.—Tung Koo & Co.
W
57.—Wickham, W. H., Residence.
63.—Wo Kee & Co.
16.—Watson & Co.
Y
79.—Yeung Lam Koo.
38.—Yuen Fat Hong.

PRIVATE TELEPHONE LINES.

2.—Beveridge, Dr., Morrison Hill.
4.—Jardine, Matheson & Co., East Point.
5.—Meyer & Co.
6.—North China Insurance Co.

In case of FIRE ring up No. 15.

W. STUART HARRISON,
Manager.

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

STAINFIELD'S PRIVATE HOTEL,
3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
MRS. STAINFIELD,
Proprietress.

Hongkong, January 5, 1895. 38

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation,
MRS. MATHER,
2 and 3 Peddar's Hill.

Hongkong, July 24, 1893. 1287

NOTICE.

NEITHER the CAPTAIN nor the AGENTS will be RESPONSIBLE for any DEBTS Contracted by PASSENGERS, or any of the OFFICERS or CREW, of the American Ship *St. David*, during their stay in Hongkong.

C. F. CARVER,
Master.

Hongkong, April 8, 1895. 677

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 2, 1895. 628

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ARTHUR HEAD, British steamer, Captain G. W. Lennard.—Butterfield & Swire.

GLENESSLIN, British ship, Capt. Thos. B. Pritchard.—Standard Oil Co.

ST. DAVID, American ship, Capt. C. F. Carver.—Reuter, Brockelmann & Co.

To-day's Advertisements.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)	THURSDAY, April 18, at daylight.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, April 30, at noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	SATURDAY, May 18, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, 18th April, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value if asked required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 15, 1895. 699

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Bremen & Ports of Call	Preussen (s)	Norddeutscher Lloyd.	April 29, at 3 p.m.
London & Ports of Call	Ganges (s)	P. & O. S. N. Co.	April 25, at noon.
London, v. Suez Canal	Dardanus (s)	Butterfield & Swire	April 18.
London, v. Suez Canal	Glengarry (s)	Jardine, Matheson & Co	About April 23.
London	Bombay (s)	P. & O. S. N. Co.	About May 1.
Manila	Sungkiang (s)	Butterfield & Swire	April 16.
Marseilles, *viâ* Saigon	Caledonien (s)	Messageries Maritimes	April 17, at noon.
New York, v. Suez Canal	Strathcarron (s)	Dodwell, Carlill & Co.	April 24.
New York	Sachem	Carlowitz & Co.	Quick despatch.
Port Darwin, &c.	Changsha (s)	Butterfield & Swire	April 16, at 3 p.m.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co	April 18, daylight.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co.	May 9, at noon.
San Francisco	Queen Margaret	Shewan & Co.	Quick despatch.
Shanghai and Kobé	Melpomene (s)	Sander & Co.	About April 17.
Shanghai, Kobé & Y'ma	Energia (s)	Dodwell, Carlill & Co.	About April 19.
Shanghai, Kobé & Y'ma	Kaisar-i-Hind (s)	P. & O. S. N. Co.	About April 22.
S'pore, Havre & H'burg	Niobe (s)	Siemssen & Co.	April 19, at noon.
S'pore, Penang & C'tta	Chelydra (s)	Jardine, Matheson & Co	April 16, at noon.
S'pore, Penang & C'tta	Lightning (s)	D. Sassoon, Sons & Co.	April 17, at 3 p.m.
Swatow	Haitan (s)	Douglas Lapraik & Co.	April 16, daylight.
Tientsin	Kweiyang (s)	Butterfield & Swire	April 16.
Vancouver (B.C.), & Victoria (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	May 1, at noon.
	Victoria (s)	Nor. P'fic S. & R. Cos.	April 23, at noon.
Yokohama and Kobé.	Taiyuan (s)	Butterfield & Swire	April 16, daylight.

To-day's Advertisements.

HONGKONG VOLUNTEER CORPS.

No. 260.—DRILLS.—The following Drills will take place during the next week to complete the Drill season.

FIELD BATTERY.
SIGNALLING.—TUESDAY, 4.30 p.m. Afterwards with Lamp.
DRILLS.—TUESDAY, 5.30 p.m., Gun, Plain Clothes.
DRILLS.—TUESDAY, 9.00 p.m., Gun, Plain Clothes.

MACHINE GUN COMPANY.
TUESDAY, 5.30 p.m., Gun, Plain Clothes.
TUESDAY, 9 p.m., Squad, Plain Clothes.

No. 261.—GENERAL.—The attention of Members of Field Battery is called to the Summer Uniform, which should be in order for any Parade that may be ordered.

By Order,
C. MURRAY ADAMSON,
Lieutenant, H.K.V.C.,
Acting Adjutant, H.K.V.C.

Hongkong, April 15, 1895. 715

VOLUNTEER PARADE GROUND.

FRIDAY, 19th April, 1895.

A COMPLIMENTARY
PROMENADE CONCERT
will be Tendered to
MR. C. T. ROBINSON
Prior to his Departure from the Colony.

Concert to Commence at 9 P.M. sharp.

Prices of Admission:

GENTLEMEN $2.00, LADIES $1.00.

TICKETS can be Obtained from Messrs. Kelly & Walsh, Messrs. W. Robinson & Co., Messrs. Dakin, Cruickshank & Co., The Victoria Recreation Club, The Engineers' Institute, The Mercantile Marine Officers' Association, The City Club, The Hongkong Hotel, and the New Victoria Hotel.

Hongkong, April 15, 1895. 717

TO LET.

NO. 2, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, April 15, 1895. 716

SHIPPING

ARRIVALS.

April 14:—

Bygdo, German steamer, from Canton.
Canton, British steamer, from Canton.
Leo Yuen, British steamer, from Canton.
Petropolis, German str., from Canton.
Decima, German steamer, 965, C. Christensen, Keraksuan April 4, General.—SIEMSSEN & Co.
Cassius, German steamer, 1,787, M. Unruh, Saigon April 9, General.—LAUTS, WEGNER & Co.
Otwagny, Russian gunboat, 1,500, Capt. Rodionoff, Saigon April 7.
Borgo, Russian torpedo-boat, 100, Lieut. Mouravieff, Saigon April 7.
Reval, Russian torpedo-boat, 100, Capt. Birsh, Saigon April 7.
Haitan, British steamer, 1,183, F. D. Goddard, Foochow April 10, Amoy 11, and Swatow 12, General.—DOUGLAS STEAMSHIP Co.

April 15:—

Chinnon, British steamer, from Canton.
Tamarind, Norwegian str., from Canton.
Choysang, British steamer, 1,194, J. Young, Shanghai April 9, and Swatow 14, General.—JARDINE, MATHESON & Co.
Picciola, German steamer, 867, Haas, Saigon April 9, Rice.—MELCHERS & Co.
La Manche, French steamer, 1,251, Lucarriere, Saigon April 11, General.—MESSAGERIES MARITIMES.
Fushun, British steamer, 1,504, V. H. Lunt, Shanghai April 12, General.—C. M. S. N. Co.

DEPARTURES.

April 14:—

Conch, for Iloilo.
Deuteros, for Bangkok.
George R. Skolfield, for Kobe.
Achilles, for Shanghai.
Chow Fa, for Swatow.
Rio, for Saigon.
Loo Sok, for Hoihow.
Hector, for Shanghai.
Activ, for Hoihow.
Asloun, for Saigon.

April 15:—

Normandie, for Bangkok.
Gloucester City, for Saigon.
Arthur Head, for Bangkok.
Ethiope, for Saigon.
Archer, British gunboat, for Amoy.
Peacock, British gunboat, for Nagasaki.

CLEARED.

Jacob Diederichsen, for Nagasaki.
Taiyuan, for Yokohama.
Frigga, for Yokohama.
Beatrice, for Saigon.
Omeo, for Saigon.

PASSENGERS.

ARRIVED.

Per *Cassius*, from Saigon, 70 Chinese.
Per *Haitan*, from Coast Ports, Mrs Nepean, Messrs W. Tyler, L. Basse, Sam and Cheang, and 127 Chinese.
Per *Choysang*, from Shanghai, Mr and Mrs Dent, child and 4 servants, and 60 Chinese.
Per *Fushun*, from Shanghai, 104 Chinese.

DEPARTED.

Per *Zafiro*, for Manila, Mr and Mrs Stulz, Mr Chas Faber, Mr E. Sackermann, 8 Chinese, and 1 child.
Per *Preussen*, for Shanghai: from Bremen, Mr F. K. Haupt; from Southampton, Mr McKeen; from Genoa, Mr and Mrs Ehlers, Mr and Mrs Theodor, Messrs Arthur Seydah, Albin Reichenstein, A. Brown, O. Aschbrenner and H. Heinrich; from Hongkong, Mr and Mrs Master, child, baby, amah and servant, Baron Gunzburg and native servant, Mr C. L. Freer, Mr and Mrs J. F. William, Miss E. S. Geery, Miss H. Moses, Messrs Lal Sing, H. Feer, H. C. F. Schmidt, H. Baker, Lady Li and Party, Mrs Kretzichmer, Messrs W. Schmidt, W. H. Jackson, and 26 Chinese.
Per *Nürnberg*, for Yokohama: from Suez, Mr and Mrs A. B. Graves; from Southampton, Miss Walker; from Singapore, Dr. Miyoolin; from Bremen, Mrs Zschwoeff; from Hongkong, Mr Christensen, and 14 Chinese. For Hiogo: from Hongkong, 2 Chinese.
Per *Namoa*, for Swatow, Mr and Mrs Khoo Boo Au and children, Mr and Mrs Khoo Boon Cha and child.
Per *Deuteros*, for Bangkok, 15 Chinese.
Per *Achilles*, for Shanghai, 1 European.
Per *Chow Fa*, for Swatow, 150 Chinese.
Per *Normandie*, for Bangkok, 12 Chinese.
Per *Rio*, for Saigon, 200 Chinese.
Per *Loo Sok*, for Hoihow, 50 Chinese.
Per *Ethiope*, for Saigon, 12 Chinese.
Per *Hector*, for Shanghai, 1 European.
Per *Activ*, for Hoihow, 1 European, and 60 Chinese.

TO DEPART.

Per *Frigga*, for Yokohama, 1 European.
Per *Beatrice*, for Saigon, 12 Chinese.

SHIPPING REPORTS.

The German steamer *Cassius* reports: The first night out a strong breeze was blowing and ship laboured heavily, but since then we had fine weather and moderate N.E. winds.

The British steamer *Haitan* reports: Had moderate N.E'ly winds and fine throughout. Steamers in Amoy: *Manila* and *Hailoong*. Steamers in Swatow: *Pak sha*, *Choysang*, *Soochow*, *Chingtu*, *Whampoa*, *Nomoa*, *Sabine*, *Rickmers*, *Siahan*, *Hong Leong*, *Hoihow*, and Chinese gunboat *Peihoo*.

The British steamer *Choysang* reports: Left Shanghai at 11 p.m. on the 9th inst., and light N.E'ly winds and fine weather, with smooth sea to arrival at Swatow at 4.30 p.m. on the 12th instant. Left Swatow on the 14th at noon, and had dull and cloudy weather to arrival at Hongkong, 6 a.m. of the 15th instant. Ships at Swatow on departure: *Haihow*, *Pakshan*, *Soochow* and *Li-ting*. April 10th, spoke steamer *Taiuang*, from Hongkong, bound Shanghai, off Tung Chow. April 11th, spoke steamer *Empress of China*, from Hongkong, bound Shanghai, off Turnabout.

The British steamer *Fushun* reports: From Woosung to Tungsha, had strong Southerly winds and clear weather; to Hieshans, had strong S.E. wind and head sea, with dark gloomy weather, and continual heavy rain; from Hieshans to Peshan, had heavy rain squalls, and hazy weather; to Namki had light Southerly winds and dense fog, with considerable swell from the S.E.; to White Dogs had light to moderate winds and fine clear weather; had fresh to strong N.E. wind and clear weather, with high following sea, to the Brothers; from thence to port, moderate breeze and dull cloudy weather.

POST OFFICE NOTICES.

MAILS will close:—

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
Per *Chansha*, at 2.30 p.m., on Wednesday, the 17th inst., instead of as previously notified.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Chelydra*, at 11.30 a.m., on Tuesday, the 16th inst., instead of as previously notified.
Per *Lightning*, at 2.30 p.m., on Wednesday, the 17th inst.

For SINGAPORE.—
Per *Niobe*, at 11.30 a.m., on Friday, the 19th inst.

For SHANGHAI, KOBE, YOKOHAMA VICTORIA, B.C., & TACOMA.—
Per *Victoria*, at 11.30 a.m., on Tuesday, the 23rd inst.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Caledonien* will be despatched on WEDNESDAY, the 17th April, with Mails for the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Tuticorin, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Ganges* will be despatched on THURSDAY, the 25th April, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

POST OFFICE NOTICES.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *City of Peking* will be despatched on WEDNESDAY, the 17th April, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
10.00 A.M. Registry ceases.
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage*, until the time of departure.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—
The Canadian Pacific Mail Packet *Empress of India* will be despatched on WEDNESDAY, the 1st May, with Mails for Shanghai, Japan, the United States, Canada, &c., which will be closed as follows:—
10 A.M. Regis ry closes.
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet *with the Late Fee of 10 cents extra Postage*, until time of departure.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.
11.00 A.M.—Mail closes.
☞ LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

LOCAL DELIVERIES.—Separate Boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah facing Queen's Road.

Letters, parcels, &c., for Kowloon Point and Steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters *from* Kowloon Point may be posted in the Letter Box which has been placed in the Police Compound outside the Charge Room up to 12 and 4 o'clock, and in the Pillar Box at the Wharf. Local Rates will be charged. To avoid robbery, senders of letters *from* Kowloon are requested to cancel their stamps by writing the word *stamped* across them. Covers containing Bank Notes, &c., should be registered. No Sunday delivery.

Letters, &c., for the Peak will be delivered by the 12 and 3.30 o'clock trams only. Correspondence and Parcels for the Peak may be posted in the General Post Office up to 11.30 a.m. or 3 p.m. or in the letter boxes in the cars till time of departure. With regard to letters from the Peak, Pillar boxes have been placed at Magazine Gap, Victoria Gap, Mount Kellett, Mount Gough, and Plantation Road, which will be cleared at 12.30 and 4 p.m.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr Ackerman, Mrs Hodgins, H.R.H. Prince Bedjabh of Siam, Mr Hismemann, H.R.H. Princess Bedjabh, Mr and Mrs Jerome and maid, Lieut. Behn, Mr J. J. Killeleo, Mr J. W. Bolles, Mr J. Kingborn, Mr G. C. Boumon, Mr Kretchmar, Mr Ferd. Bornemann, Mr W. Krumme, Mr L. A. Breton, Hiuang Lathi (Deputy Director General), Mr B. J. Brotherton, Khun Lekha (Private Secretary), Mr L. Basse, Mr W. J. Canter, Mr H. McCallum, Mr L. de Castro, Mr D. McNeill, Capt. Cunningham, Mr J. McWilliams, Mr W. A. Duff, Mr T. Mitchell, Dr Dienitz, Mr J. de Navarro, Mr C. Davis, Mrs Ommaney, Mr and Mrs Aug. Ehlers, Mr S. Oura, Mr W. Parfitt, Mr J. Fanow, Mr Pesquet, Mr R. E. Faulkin, H.R.H. Princess Prawasawati, Mr W. E. Faulkin, Mr V. Fenwick, Mr and Mrs C. Seymour, Mr C. L. Forrest, H.R.H. Princess Su-monmalya, Mr G. Frieslande, Col. & Mrs O'Gorman, Mr Douglas Graham, Mr and Mrs J. P. Thomas and child, Mr and Mrs A. B. Graves, Mr W. F. Tyler, Mr R. S. Gunn, Mr Warbarton, Mr Gelbnubt, Hon. H. E. Wodehouse, Mr C. Harris.

MOUNT AUSTIN HOTEL.

Mr and Mrs Arthur Anderson, Miss Joseph, Mr F. H. Bell, Mr and Mrs Macbean, children and nurse, Mr S. S. Benjamin, Mr C. Malsch, Mr H.

MEMOS. FOR TO-DAY.

Shipping.

4 p.m.—*Frigga* leaves for Yokohama, &c.

Meeting.

9 p.m.—Convocation of Cathay Chapter.

Miscellaneous.

Local Banks close.
Insurance Offices close.
Goods per *Polyphemus* undelivered after this date subject to rent.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Haitan* leaves for Coast Ports.
Daylight.—*Taiyuan* leaves for Yokohama, &c.
Noon.—*Chelydra* leaves for Straits and Calcutta.
3 p.m.—*Changsha* leaves for Port Darwin, &c.
Kweiyang leaves for Tientsin.
Sungkiang leaves for Manila.

Miscellaneous.

Goods per *Gisela* undelivered after this date subject to rent.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

Wines and Spirits.

All these are SELECTED by our LONDON HOUSE, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits and enabling us to SUPPLY the BEST GROWTHS at MODERATE PRICES.

PRICE LISTS, with full details, to be had on application.

PORT.—After removal should be a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked 'E' is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong, January 7, 1895 45

☞ *The publication of this issue commenced at 1.35 p.m.*

The China Mail.

HONGKONG, MONDAY, APRIL 15, 1895.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, 13th April, 1895.

THE PEACE NEGOTIATIONS.

It is reported that China and Japan have arrived at an understanding, and that there are prospects of an early peace.

THE SIBERIAN RAILWAY.

Wholesale peculation in connection with the building of the Siberian railway has been discovered, and large parties of Don Cossacks have sailed for Vladivostock to settle in that district and to assist in the protection of the line.

BURSTING OF A GUN AT WOOSUNG.

A forty-ton Armstrong gun, bursting at Woosung, fired a powder-magazine, killing fifty Chinese.

LOSS OF THE S.S. 'NORA.'

News was received by wire on Saturday that the Norwegian steamer *Nora* had been lost, and that the Captain and crew had reached Shanghai (presumedly) in safety. Messrs Wieler & Co., the Agents, received the telegram, which was to the following effect:—'*Nora* is lost; captain and crew safe.' The agents state that the vessel must have been on a voyage between Nagasaki and Shanghai, and that she must have been lost somewhere near her destination. No further particulars are yet to hand.

10 SECOND-HAND Pianos wanted for Export, W. Robinson and Company.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Evandale, Daphne*, March 1; *Birkhall*, 5; *Wieland*, 12; *St. Giles*, 19; *Laurel Branch, Eton*, 22; *Glengyle, Priam, Straits of Sunda*, 26; *Benlomond, Ulysses, Athole*, 29.

HOMEWARD BOUND:—*Telamon, Java*, March 12; *Mascotte*, 15; *Sutlej, Ceylon, Murex, Erato*, 19; *Orestes, M. Valerie, Caseapedia*, 22; *Breconshire*, 26; *Glenshiel, Ernest Simons, Teucer*, 29.

The N. P. s. s. *Victoria* left Yokohama for this, via ports, on April 11.

The M. M. Co.'s steamship *Natal*, with the FRENCH MAIL, left Saigon on Sunday, April 14, at 4 a.m.

The P. & O. Co.'s s. s. *Kaiser-i-Hind*, with the ENGLISH MAIL left Singapore for this port at 3 p.m. on April 13, and may be expected to arrive here on Friday, the 19th April.

The *Empress of India* left Vancouver for Hongkong on April 1.

The P. M. s. s. *Chiwa* left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on March 26.

The O. & O. s. s. *Belgic* left San Francisco for this port, via Yokohama and Nagasaki on April 4.

The s. s. *Tacoma* left Tacoma for this port on April 5, via Japan ports.

The s. s. *Kutsing*, from Calcutta & Straits, left Singapore for this port on April 9, and may be expected here on or about April 15.

The Austrian Lloyd's steamer *Melpomene* left Singapore for this port on April 10, and may be expected here on or about April 16.

The s.s. *Eucigia* left Singapore on April 11, and may be expected here on or about April 18.

The P. & O. s. s. *Canton* left Singapore for this port on April 13, and may be expected here on or about April 19.

The N. G. L s. s. *Bormida* left Bombay for this port on April 7, and may be expected here on or about April 20.

The P. & O. s. s. *Shanghai* left London on March 21 for this port.

The P. & O. s. s. *Formosa* left London for this port on April 4.

THE French Mail steamer *Natal* left Saigon yesterday, at 4 a.m.

W. ROBINSON and Company for the highest class Piano Tuning and Repairing.

THE N. P. Company's s.s. *Sikh*, which left Yokohama on the 31st March, arrived at Tacoma on the 13th instant.

THE departure of the P. M. s.s. *City of Peking* is postponed till daylight on the 18th inst.

THE Queen's exequator has been issued empowering Mr F. J. Haver Droeze to act as Consul-General for the Netherlands at Hongkong.

THE Opium Farm has been let by private contract for the term of three years, from 1st March, 1895, to Lim Sin Sang and Ho Tai Sang, trading under the style or firm of Man Fook Company.

VESSELS IN THE DOCKS:—At *Kowloon*—Quiros, Irene, Spanish cruiser Reina Cristina, H.I.G.M.S. Wolf, Manila, Reval.

Cosmopolitan—Polyphemus.

Aberdeen—Ethiope, H.M.S. Severn.

H.M.S. *Archer* sailed to-day for Amoy and Shanghai and the *Peacock* for Nagasaki. The Russian gunboat *Otwiagny*, and two torpedo boats arrived yesterday from the south.

A TOKIO telegram has been received at Shanghai denying that the Japanese soldiers in the neighbourhood of Newchwang had killed all the wounded Chinese. The allegations were contained in letters to our Shanghai contemporaries from Newchwang correspondents.

FRANCE receives six times more than she sells to Japan, whilst Britain gives seven times more than she receives. Hongkong alone disposes of three times the quantity of goods sold by France to Japan. A French writer is of opinion that Japan will have to adopt a foreign language and that language will be English.

THE *Perak Pioneer* hears that Capt. H. L. Talbot has received a gratuity of £400 sterling from the Government for the wound he received during the attack on Jeram Ampai, occupied by the Pahang rebels, on 30th June last. Commenting on this *L'Avenir du Tonkin* says—We do not require to ask our officers what they think of this manner of recognising *le prix du sang*. It is true the English are essentially a mercantile people!

IT is notified in the *Gazette* that Her Majesty has not been advised to exercise her power of disallowance with respect to Ordinance No. 14 of 1894 entitled an Ordinance to secure in certain cases the rights of property in telegraphic messages and to prevent the forgery and improper disclosure of telegrams. It may be remembered that a suspensory clause was added to this measure to allow a communication to be addressed to the Secretary of State.

L'Avenir du Tonkin, like the majority of the Far Eastern French newspapers, laments over the renewal of the contract for eighteen years between the French Government and the Messageries Maritimes, which, although obliged to place faster steamers on the Australian run, will continue to send out to the Far East steamers capable of accomplishing the trip in the maximum time allowed by the mail contract. 'The farce is over,' says our contemporary, 'Indo-China, as usual, has been sacrificed for other interests.'

THE P. & O. s.s. *Kaiser-i-Hind* left Singapore for this port at 3 p.m. yesterday, with the next outward English Mails, and may be expected to arrive here on Friday, the 19th inst.

THE O. & O. s.s. *Coptic*, with mails, etc., which left hence March 20th for San Francisco via Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 12th instant.

MR A. M. Thomson, Acting Colonial Treasurer, has, we understand, been entrusted with the additional post of Superintendent of Victoria Gaol, Mr H. B. Lethbridge having gone home on leave.

THE gold medal, offered by Mr David Gillies, President of the Institution of Engineers and Shipbuilders of Hongkong, for competition amongst the members of the Institution, has been awarded by the Committee of Adjudication to Mr W. G. Winterburn for his paper on 'Screw Propellers.' There were five competitors.

THE *Mercury* is outside the bar, and is expected to remain for a few days, during which time her officers will visit Bangkok. The Commander and his wife came up to Bangkok this morning, says the *Siam Free Press* of the 30th ult. It is considered in some quarters that the arrival of the *Mercury* has some political significance. This, however, seems to be entirely a matter of opinion.

WE notice amongst recent arrivals from the north the names of Messrs Tyler, Walpole, Thomas and Clarkson, who participated in the gallant defence of Weihaiwei, and of Mr L. Busse, who, though not present on account of injuries at the actual defence, did much to place the defences of the northern stronghold in a sound condition. Presumably these heroes will now resume their old posts in the Chinese Imperial Customs Service, under their old chief Sir Robert Hart.

IN a recent article on the Pescadores, *L'Indépendance Tonkinoise* urges the French Republic not to allow its attention to be diverted entirely by the war with the Hovas from affairs transpiring in the Far East. Our contemporary believes the French Government will not allow the Japanese to take absolute possession of Formosa and the Pescadores, on which France, at the price of the blood of her soldiers, had purchased or acquired the first right to plant her flag on these islands. Britain, which has every interest in supporting China's retention of Formosa, would not miss the opportunity of opposing the pretensions of Japan; but it was the duty of France not to allow her premier rights to be overlooked. Her honour was at stake, and she had acquired the right to speak out. If the law of first occupation were to be invoked, France had distinctly the law on her side. The industrial and commercial development of Indo-China and other French possessions in the East was closely connected with this Formosan question, and the intentions of Japan in Formosa would not therefore receive the sanction of France, unless, however, Japan, in the treaty of peace with China, introduced a clause that in compensation for Formosa France was to receive the island of Hainan! So says *L'Independance Tonkinoise*, and as Great Britain cannot presume to get the whole earth France may share in the spoils after the war. But the suggestion that Japan is to apportion the various segments of the dishevelled and disintegrated China is altogether too funny, even from a French point of view.

THE capture of the Pescadores is now ancient history, even in a war which is marked by one startling event every month. But the accounts that come to hand do not show the Chinese soldiers in a favourable light. At Makung a number of women and children were killed as the soldiers mobbed to the boats, the unfortunate creatures being knocked down and literally trampled to death. The Fisher Island Forts were deserted before they were attacked. The Japanese captured much very valuable war material, including the splendid new guns mounted since the French affair, and which, together with the forts, have cost the country, *i.e.* the people, so much money. It is also reported (writes a correspondent to the *N.-C. Daily News*) that the Japanese got from $100,000 to $200,000 in actual cash but as to this there is no certainty. The French evidently knew what was coming for some time before, as they have had ships-of-war in the Pescadores for at least a fortnight before the first Japanese vessels put in an appearance, and according to Chinese account, freely informed the the people there of what was going to occur. On Monday, the 25th March, one of the French war-ships went to Amoy to wire events to their Admiral, but refused absolutely to say a word as to what had taken place on the previous day, to *anyone* ashore or afloat! It was not until the news had been wired from Taiwanfu, therefore, that anything definite was known on the mainland. What reason the French had for this unusual and scarcely friendly taciturnity is not at present known. H.B.M.'s *Leander* was soon on the scene, however, having come post haste from Takow on hearing the first news of the attack. It is not known what the Japs intend doing, i.e. whether they purpose continuing their operations to the island and if so where. It is hoped that although a definite exception of Formosa has been made from the armistice they will in reality hold their hands until it is seen what is to come of the Peace Negotiations now going on in Japan.

THE PLAGUE IN HAINAN.

The French Consul at Pakhoi has informed his government that the plague has broken out at Hoihow. Up to the 9th inst. the disease had appeared in its mildest form, and the mortality had not exceeded 10 per cent of the cases. Nevertheless, Messrs Schomberg and Co., who had made arrangements to send Chinese immigrants to Singapore, have decided that it would be better to countermand their steamers. The Governor-General of Tonkin has notified the medical department to take sanitary measures at once to prevent the introduction of the disease into the French Colony by vessels from Hoihow. Before entering Haiphong all vessels will be inspected by the sanitary authority, and the measures adopted will be the same as during the prevalence of the plague last year. Before departure and during the voyage, all captains are recommended to exercise a close surveillance upon Asiatic passengers and to notify at once every suspicious case.

From other sources we learn that the number of cases of what is now termed as 'benign' plague (as contrasted with malignant cases) occurring in Hoihow is much smaller than it was a few weeks ago. The action of the French authorities, unless tempered by discretion, is therefore ill-timed.

THE CHINA-JAPAN WAR.

PROBABLE FAILURE OF PEACE NEGOTIATIONS.

(*Special to the* 'CHINESE MAIL.')

Shanghai, April 13, 7.30 p.m.

It is believed that the Peace Negotiations will prove fruitless. The Chinese Government considers Japanese demands excessive.

*** Private telegrams do not confirm the fears suggested above, and we still adhere to the belief that Peace will be declared at an early date.

THE PEACE NEGOTIATIONS.

Shanghai, April 9.

Advices from Bakan, under date of the 4th instant, state that the peace negotiations were progressing favourably. The Japanese terms were delivered to Li Hung-chang on the 1st instant and were then under consideration, which was probably a more formality pending their acceptance by China. The Japanese are extremely jealous to guard against the publicity of the terms until the protocol is signed. A native journal was promptly suppressed for premature disclosures respecting the armistice.

Increased precautions are being taken to protect the Chinese Mission from violence. Every person entering or leaving the town of Bakan has to carry a permit and submit to a minute personal search. The place is crowded with soldiers and police.

The members of the Chinese Mission including Mr Foster and staff, are confined to a narrow area in the centre of the town. The Viceroy's wound is healing fast, his general health is good, and he is working hard.—*Daily News*

THE LABOUR CRISIS IN HONGKONG.

FRENCH 'FACTS,' FUN, AND SARCASM.

Le Courrier d'Haiphong gives us the opportunity of seeing ourselves through French spectacles in an article entitled 'La Grève,' of which we give the following free translation:—

There is nothing more irritating than the eternal cry: 'Look at the British Colonies!' Ah, well, let us look for a moment at what is transpiring in Hongkong. Truly there is nothing there to prove that the English ought to be imitated always and everywhere. There, the Government of Her British Majesty appears to be strongly embarrassed and does not know how to extricate itself from its embarrassment. The Government wishes, to prevent a probable return of the bubonic plague, to compel the Chinese lodging-house keepers to abstain from over-crowding in their vile and badly-ventilated houses. (Then the article explains how the lodging-house keepers, seeing a likelihood of their receipts being diminished, have stirred up their credulous nationals to strike.)

What will be the outcome of the embroglio? We cannot say yet. Repeatedly, when new taxes or new police regulations have been announced, the coolies have folded their arms and struck work. Immediately, the commercial community have protested on account of the inconvenience to trade and the British Administration—that model administration! the only good one, the only perfect one!—has had to lower its flag and give in. Has it done rightly or wrongly? We know nothing about that, but it seems to us, that what it ought to have done, having adopted a measure which was likely to provoke disorder and kill, in effect, all commercial activity, was to calculate what would be the result of the new regulation and to take steps to ensure that European commerce would not suffer from the attitude taken up by the Chinese.

A few Chinese coolies continued to work on board the ships in harbour, but the strikers, their compatriots, do not stop at half measures; seven assassinations, of which the perpetrators are still undiscovered, have occurred, besides several abductions of women and children. To-day the strike is general; 7000 coolies have left Hongkong and gone over to Chinese Kowloon. There they set at defiance the Government, the soldiers and the police, and write menacing letters. For the moment they are the stronger of the two forces (We do not know where our contemporary gets the above 'facts,' but some of them will occur to our readers as news indeed.—ED., *C. M.*)

The future of the Colony depends more or less upon the energy of the British administration. The Chinese are the more encouraged to hold firm because on two occasions already, and again quite recently in Singapore, the Government has been obliged to give way before a general strike. The Chinese say: 'We have proved ourselves the stronger on these occasions; we will do so again!' This, reasonably, is logical. But who is at fault? The Government which has shown by its want of foresight, no later than last year when dealing with the plague, that it is still far from being unsurpassed? But then it is the British admirals nation which is cited as an example *apropos* of everything and one to imitate without ceasing!

SPORTS AND PASTIMES.

Down in Australia the philatelic fanatic is put completely in the shade by the cricketer who always wants to collar the ball at the close of an important match. At the conclusion of the final test match, McKibbin secured the ball, and it was only after a great deal of palaver and a promise to get a photo in exchange that he handed it over to Stoddart, who intends to place it amongst his most treasured possessions when he returns to the old country.

I was rather amused to see in an Australian newspaper the easy familiarity with which one of the 'anonymous scribblers'—I thank thee, Douglas Jones, for that unctuous phrase—referred to 'Jack Brown.' The anonymous scribbler aforesaid evidently follows the principle of the boatswain in *The Sons of Neptune* who 'allus called him Jack besos his name was Bill.' As a matter of fact J. T. Brown's front name, baptismally is 'James,' but colloquially 'Jim.' As one who came into the closest contact with him for a couple of cricketing seasons, who was indeed one of a County Committee which selected him for his first engagement as a professional, I may be presumed to know something of him, and since he has taken a prominent position in English cricket and done so exceedingly well in Australia, though Stoddart's last choice, a word about him may not be out of place in this column. Like the versatile but inconstant Harrison, Brown was a *protégé* of Lord Hawke, and was spotted five years ago or more by Louis Hall as one of Yorkshire's coming men. He was a mere lad—about 18—when he was recommended to the County which had been served faithfully and well by Louis Hall himself before he found a place in the Yorkshire Eleven. It was as a bowler that Brown was recommended. At first, he was medium paced without the slightest suggestion of break, and got his wickets chiefly by varying his pace and pitch. Then he cultivated a leg break, and from the moment he did so his reputation as a bowler rapidly waned. He was always a reliable bat, not graceful by any means, but he never lost sight of the ball and played for runs more than for the gallery. His favourite strokes—and I see he still sticks to them—were a sweet late cut just out of the reach of third man and an outrageous pull when the field was bunched on the off-side waiting for catches from off-theory mis-hits. In one of his early speeches in Australia, Stoddart said he had got together a team of 'triers,' and the word fitted no one better than Brown. Above all things he is a 'trier,' plays the game keenly from the first to the last ball. His father is a publican in Driffield; but Jim—as he was familiarly called by us, not Jack—has always been an abstainer; and when an Eleven was on tour Brown, notwithstanding his taste for a late game of billiards, was always the man with the steadiest nerve in the morning. He is a thick-set young fellow of smallish stature and possessed of imperturbable good humour, modest, and, unless he has considerably changed of late, rather retiring.

In the stereotyped reports of the Athletic Sports at the Racecourse on Saturday, I do not think any reference was made to the excellence of the arrangements. The Committee of the Victoria Recreation Club must have been early at work, aided and abetted, I have no doubt, by their faithful henchman the Club Steward. Though the arrangements were excellent and everything passed off smoothly and up to time, it was a pity the fields were so small and the competition so poor. The programme contained the names of a lot of entrants, whose presence would have added interest to the various events. Why were they absent? Had influenza anything to do with it? The garrison and the navy were represented by one man each, surely an unusually small proportion. Now that the V.R.C. has taken the sports in hand there ought to be an improvement.

Speaking of the Sports, I see the Committee has given an explanation of the phenomenal 'times' with which the mediocre competitors were credited. The measurement of the circular track was not correctly taken, and the result was that the full distance was not run in races over 120 yards. The records at the Hongkong Sports have always struck me as remarkable.

The dead heat between G. L. Lysley, of the Rifle Brigade, and F. H. Kew for the first place and prize in the 220 yards' race—the distance run was really 185 yards—will not be run off. Lysley, who has a bad foot, relinquishes the first prize.

I wonder why Reuter has not sent out the result of the University boat race this year. Too busy probably deciphering war telegrams from the Far East. According to the latest accounts the Oxford crew were favourites, but as this University has won for five years in succession a win for Cambridge would not be out of the way. It would at least lend variety to the dull monotony of the records.

SPECTATOR.

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JOHNNY—'What's the difference between a visit and a visitation?' Pa—'A visit, my son, is when we go to see your grand mother on your mother's side.' 'Yes.' 'A visitation is when she comes to see us.'

NEW COMIC Song and Dance Albums, at W. Robinson and Company.

'AH! 'tis a hard world,' sighed the acrobat, as he struck mother earth with a thundering thud.

LATE TELEGRAMS.

(*From the* 'Siam Observer.')

OBITUARY.

London, April 1st.—Sir Charles Mills, K.C.M.G., C.B., Agent-General in London for Cape Colony, is dead.

General Sir George T. Chesney, K.C.B., who represented Oxford in Parliament (Conservative), is dead.

THE WELSH DISESTABLISHMENT BILL.

London, April 2nd.—In the House of Commons last night the Bill for Disestablishing and Disendowing the Welsh Dioceses of the Church of England passed the second reading by a majority of 44.

THE PAMIRS.

In the House of Commons last night Sir Edward Grey, Parlimentary Secretary to the Foreign Office, in reply to a question by the Hon. G Curzon, stated that an agreement as to the Pamirs had been concluded between England and Russia, and that a copy of it would be laid on the table of the House.

THE UPPER NILE.

Sir Edward Grey, replying last night to a question by Mr Labouchere, said that the question of the British sphere of influence on the Upper Nile was discussed with France last year, but the discussion had not yet concluded. The negotiations had not yet been broken off. The British Government would not, whatever agreement might finally be come to, ignore the title of Turkey and Egypt to the Upper Nile districts.

A BANGKOK EDITOR ON HONGKONG LEGISLATORS.

In the following leading article, the editor of the *Siam Free Press* discusses the unrevised version of the Hongkong Arms Consolidation Ordinance, which has since undergone changes which make the following remarks inapplicable:—

We have all read of how Mark Twain edited a newspaper down south, and how the rival editors contrived to place him in a cross revolver fire which punctuated their personal remarks on each other's abilities and general habits. Hongkong will in future be saved any chance of witnessing these edifying spectacles, for the Legislative Council of the northern colony has read the first time a bill known as the New Arms Consolidation Ordinance. Among the persons excluded from carrying firearms are newspaper editors and their staff, barristers, solicitors and their clerks, medical practitioners, and the clergy. We believe few persons can be found to support this very arbitrary classification. Editors of newspapers are first on the list be it noted, as if their calling naturally led to deeds of violence, and they themselves had always their "shooting irons" ready. Editors, as we know, are the most mild mannered men that ever cut—a character to pieces. Who in Bangkok for instance would dream of our dignified little friend from Ceylon pursuing his city traducer through the streets of Bangkok with an umbrella much less with a revolver. Yet he has had ample provocation. And why should the editorial staff be excluded from the privilege of carrying arms? Do the sapient Hongkong legislators imagine that every newspaper office is a sort of volunteer practice ground where the staff settle questions of orthography by playfully putting a bullet in an obstinate proof-reader? And if revolvers are forbidden implements of controversy to the staff of newspaper editors, why are not barristers' 'touts' also specified? That barristers ought to be forbidden to carry arms we can quite understand, to judge from a specimen of the tribe in Bangkok. There are some barristers totally unfit to carry arms of any sort or description, including bows and arrows, catapults and slings. Barristers who put dogs at uncanny hours, and with tottering aim and miserable result ought to be prohibited, under divers pains and penalties, from ever handling any modern weapon of destruction. But why solicitors and their clerks are included in the bloodthirsty crew we are at an equal loss to conjecture. All the breed of lawyers are destructive enough, in all conscience, of their fellow-men; but they do not usually proceed to work with fire-arms. They use, like the ancients, the simple and more already been *hooked* by the victim has 'bill-hook'—lawyer plus 'tout'—is a far more deadly weapon than a poor spluttering revolver, and it is obviously useless to legislate against the use of the more harmless weapons, and allow the more lethal engines of destruction to go free. And then by what process of reasoning are medical practitioners included in the sanguinary number of dangerous rascals designated by the Arms Ordinance? Here again we have a case on all fours with the legal cut-throats. Why on earth should a medical practitioner use a revolver when he has more effective and less savage means at his command? It is an insult to the medical profession to suggest, as the Hongkong legislators do suggest that they use the vulgar weapon of the multitude and 'villanous saltpetre,' when they can kill with greater artistic effect, and scientific completeness with a gentle dose of something to be taken 'three times a day.' And for what reason are the clergy denied revolvers and shot guns? We all know that there is a church militant, and that provocation is given to gentlemen of the long robe; but who ever heard of them descending to such carnal weapons as revolver or shot-guns? We defy the Hongkong Legislators to quote us a single case in point. In the good old days, when the *Langobardi* swarmed down on Rome, and later when hard blows were given and taken in the wild struggles of the middle ages, the church militant had perhaps a deeper meaning than is attached to it to-day. The lawn of a bishop has often in the past been dyed with blood drawn on many a hard-fought field, and our Puritan spiritual directors have been known to knock faith and holiness into cavalier pates. But those days are gone, and other weapons are now used by the church militant which, perhaps, are equally formidable to the good mens of that fighting prelate Gregory, and the Norman Odo in the good old days of yore. Unless the editors, barristers, solicitors, and clergy of Hongkong are unlike all other of their kind in other parts of the world we think the Legislative Council of Hongkong is somewhat misguided in its legislative efforts. For it appears to us that the Legislative Council is doomed to a somewhat miserable existence if the new Arms Ordinance becomes law. Barristers, lawyers, and the fry of nondescript practitioners have a way with them of driving through these regulations. We may answer for the editors and their staff. For unless an occasional 'printer's devil' and proof reader can be shot down as a warning to his tribe the editorial life will not be worth living. We see then a somewhat troubled career in store for the members of the Hongkong Legislative Council if the Arms Ordinance is passed. They cannot even seek refuge and consolation in their respective places of worship, for there the parsons will attack them with a barbed eloquence with which revolver wounds are but as flea-bites.

FOOCHOW NOTES.

What threatened to develop into a serious riot, was happily suppressed, at Kuchong, a prefectural city, 100 miles from Foochow. The local Magistrate Wang yü-ch'ang not being able to collect the land taxes from one of the farmers who pleaded poverty, tried to induce a richer relative to pay for him. Unfortunately this did not suit the relative, and the Magistrate threatened to use force, to make him obey his request. The neighbouring farmers, hearing of this, and instigated by the Tsai hui men, (a secret society, members of which are called the Vegetarians, and who conspire against the Manchu dynasty) on the 28th last, marched on the city, threatening to kill the Magistrate if he did not desist from his intentions. The city gates were at once closed, and assistance asked from this city, the Viceroy sending at once 1,000 soldiers to suppress the riot; the farmers, better advised, we hear, reconsidered their conduct and thinking that discretion was the best part of valour, retreated to their homes. As a consequence of the above, the local Magistrate has been cashiered, and a new man Wang-yü-lin sent in his place.

The *Kwong Mo* arrived from Tamsui on the 3rd instant, bringing 156 native passengers, mostly women from Formosa residents who are escaping from the island with the dread of the Japanese invasion. We learn that the defenders of the Pescadores behaved in a disgraceful manner, they fled at night, or surrendered without fighting. The Japanese are reported to have lost 1 killed, and 17 wounded. The *Leander, Severn*, and *Alacrity* have been at Amoy, and a Japanese man-of-war was seen at Tamsui; these British boats must have been those that scared the natives and made them wire to the Mainland that the Japanese were preparing to storm the place.

During our usual constitutional lately, we have observed that the cultivation of the poppy, for the manufacture of native opium, is evidently on the increase at this port. Two fields have been retained for its cultivation in the vicinity of the old Telegraph house, and another near the sugar works. The poppies now in full bloom have a charming appearance, and are really worth the trouble to go and see them.—*Echo.*

THE NEW CANAL.

The Canal which for some years past has been in course of construction between the North Sea and the Baltic is now so near completion that the German Emperor is already issuing invitations for the opening in June next. The project has been mooted for many years; but it is only since 1835 that it assumed anything like a material form by the introduction of a Bill into the Reichstag authorising the works, and providing the means for carrying them out. The expense of the undertaking was estimated at eight millions sterling, of which sum one-third was to be borne by Prussia, and the remainder distributed over the other parts of the Empire. The primary object of the Canal is to render the route to the Baltic from the North Sea safer and shorter by at least two hundred and thirty miles, leaving out of account the periods when gales and ice hamper the voyage round the Skaw. These difficulties, in regard both to distance and cost, render it almost impossible for German shipowners to compete successfully with the freights of coal carried to the Baltic from Scotch and North of England ports. This has for many years been a grievance of the Hamburg merchants, and has increased rather than diminished since vessels of greater burden have displaced the little craft formerly employed in the coasting trade. Even then, the length and perils of the passage round the western point of Jutland so heavily handicapped local commerce that, about a century ago, the Danish Government opened a canal through the Peninsula between Kiel on the East and the mouth of the River Eider on the West Coast of Sleswig-Holstein, of which Duchies it formed the boundary. The Canal, in reality, was constituted for half its length of the deepened bed of the river, such an inefficient waterway was useless for all ships drawing more than nine feet, so that most of the Baltic traffic still continued to go round the Skager Rack and through the Sound. By the new cutting for about fifty-three nautical miles the Elbe estuary to Holtenau, near Kiel, now an important Naval station, the route taken being through the Sudensee and Giesselau valleys to Wittenbergen, on the Eider, from which point it follows the course of that stream, old Rendsburg, diverging from it at Steinrade, and then merging into the transformed Eider Canal, till it reaches the Baltic. The breadth of the cutting is one hundred and ninety-seven feet at the surface of the water, and eighty-five feet at the bottom, with an average depth of twenty-eight feet, so that it will suffice for the passage of the largest war vessels. Huge locks constructed at either end, and fortifications for guarding it against any possible enemy, have already absorbed the best part of half a million. From this fact alone it may be inferred that the North Sea Canal has not been constructed with a single eye to the accommodation of commerce. Indeed, the enterprise might have been indefinitely postponed, had not Kiel, hitherto a quaint University town, become the 'Sebastopol of the Baltic.' Still, the commercial aspects of the Canal are those which claim attention. German trade is, of course, the first which it is intended to benefit. Stettin, Dantzic, Königsberg, and Memel will, no doubt, be the chief gainers, though St. Petersburg cannot fail to be favourably influenced by the increase of shipping brought to it through the Cronstadt Canal. But if the British ports doing most business with the Baltic will experience keener competition than of old, they may also find their interest in using the new route. An average voyage from London to, say, a point midway between Rugen and Trelleborg, in Sweden, will be shortened by twenty-two hours; from Hull, fifteen; from Hartlepool, eight; from Newcastle, six and a-half; and from Leith, three and a-half, the rate of steaming or sailing being taken at eight and a-quarter knots an hour. The only nation which cannot view the North Sea Canal without unpleasant forebodings is Denmark, since much of her coasting trade must be lost through it, unless, indeed, the free port at Copenhagen, which was constructed avowedly in anticipation of this alteration in the course of commerce, neutralises the disadvantages mentioned.—*Standard.*

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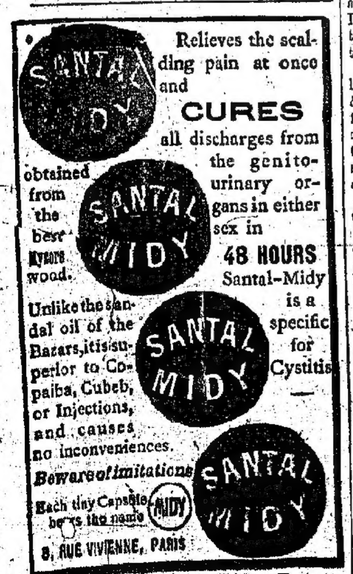

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Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

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1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mails.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unstamped the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

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It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet *viâ Gibraltar*. No parcel is sent with the Overland Mail viâ Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds $500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10*d.* per lb., the Regulations are generally similar to the above, and the Parcels are sent out *viâ Gibraltar*.

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4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the *Contents* of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

Missent or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unstamped, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 2 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchor age.*		*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.									
Asloun	5	c	Murray	Brit. str.	1827	Mar. 31	Melchers & Co.		
Beatrice	5	c	Edward	Brit. str.	1443	April 6	Dodwell, Carlill & Co.		
Beumohr	3	c	Clark	Brit. str.	1935	April 5	Chinese		
Bygdo	3	c	Brekke	Norw. str.	771	April 14	Wieler & Co.		
Cassius	7	h	Unruh	Ger. str.	1504	April 14	Lauts, Wogener & Co.	Sydney	To-morrow.
Changsha	5	c	Anderson	Brit. str.	1459	April 10	Butterfield & Swire	S'pore & Calcutta	To-morrow
Chelydra	5	c	Cass	Brit. str.	1574	April 3	Jardine, Matheson & Co.		
Chieyang	5	c	Youn	Brit. str.	1194	April 15	Jardine, Matheson & Co.		
City of Peking	5	c	Ward	Amer. str.	3128	April 11	P. M. S. S. Co.	San Francisco	17th inst.
Decima	8	c	Christensen	Ger. str.	956	April 14	Shewan & Co.		
Eleanor	6	c	Scott	Am. str. yht	400	April 13	Captain		
Fokien	5	h	Davis	Brit. str.	669	April 13	Douglas Steamship Co.		
Fridga	5	c	Voss	Ger. str.	1290	April 12	Siemssen & Co.		
Fushun	3	h	Lunt	Brit. str	1604	April 15	C. M. S. N. Co.		
Haitan	5	h	Goddard	Brit. str.	1183	April 14	Douglas Steamship Co.		
Hongkong	3	c	Bastian	Fren. str.	957	April 13	A. R. Marty		
Jacob Diederichsen	5	c	Hansen	Ger. str.	710	April 5	Butterfield & Swire	Shanghai	To-day
Lee Yuen	5	c	Crawford	Brit. str.	618	April 14	O. M. S. N. Co.		
Lightning	5	c	Spence	Brit. str.	2124	April 9	David Sassoon, Sons & Co.	Singapore	
Marie Jebsen	8	c	Matthiessen	Ger. str.	1807	April 11	Bradley & Co.		
Martha	5	c	Morlus	Ger. str.	704	April 13	Sander & Co.		
Omba	6	c	Munro	Brit. str.	1908	April 10	Dodwell, Carlill & Co.		
Phra Nang	2	h	Watton	Brit. str.	1021	April 13	Butterfield & Swire		
Picciola	5	c	Haas	Ger. str.	875	April 15	Melchers & Co.		
Polyphemus	5	c	Chubb	Brit. str.	1813	April 8	Holliday, Wise & Co.	Shanghai	To-morrow
Queen Adelaide	5	c	Ritson	Brit. str.	1836	April 9	Government		
Strathavon	5	c	Sim	Brit. str	174	April 10	Dodwell, Carlill & Co.		
Sungkiang	4	c	Dodd	Brit. str.	994	April 4	Butterfield & Swire	Amoy & Manila	
Taiyuan	5	c	Nelson	Brit. str.	1459	April 1	Butterfield & Swire	Yokohama	To-day
Tamariod	3	c	Castberg	Norw. str.	739	April 15	Wieler & Co.		
Tollus	3	c	Amundsen	Norw. str.	1639	April 6	Butterfield & Swire		
Sailing Vessels.									
Charon Wattana	3	c	Koch	Siam. bqe.	656	Mar. 26	Chinese		
Glenesslin	2	c	Pritchard	Brit. sh.	1743	April 4	Standard Oil Co.		
Lina	3	c	Albrecht	Ger. bqe.	460	Mar. 22	Chinese		
Mohican	3	c	Johnson	Amer. bqe.	963	Mar. 1	Order		
Queen Margaret	4	c	Faulkner	Brit. sh.	1999	Mar. 31	Order		
Rajah	8	h	Bellmer	Ger. sh.	1245	Jan. 18	Order		
Sachem	3	k	Bartlett	Amer. sh.	1312	Jan. 11	Shewan & Co.		
Serrano	4	c	Waterhouse	Amer. bqe.	618	April 6	Chinese		
St. David	3	c	Carver	Amer. sh.	1535	Mar. 31	Reuter, Brockelmann & Co.		
Velocity	5	c	Martin	Brit. bqe	491	April 10	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Æolus	twin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Groome	Hongkong
Amethyst	despatch-vessel	1730	4	3100	Commander De Lisle	Hongkong
Archer	cruiser 3rd class	1770	6	2200	Comd. Conyers Lang	Hongkong
Caroline	cruiser 3rd class	1400	14	1400	Captain Ob. J. Nurcock	Haichow
Centurion*	twinscrew battle ship	10,500	14	13,000	Captain J. M. McQuhae	Hongkong
Daphne	sloop	1140	8	1400	Commander MacArthur	Shanghai
Edgar	twin-screw cruiser 1st class	7350	12	10,000	Capt William H. Henderson	Chefoo
Espiègle	g-bt. 3rd class coast defence	363	2	340	Lt.-Com. Ravenhill	Ichang
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Newchwang
Leander	cruiser 2nd class	4300	10	5500	Captain Count Metaxa	Formosa
Linnet	gun-vessel 2nd class	756	5	1050	Commander Beauchoft	Hongkong
Mercury	cruiser 2nd class	3730	13	7330	Capt. Wilmot H. Fawkes	Singapore
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Hongkong
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Hankow
Plover	gunboat 1st class	735	6	1200	Lt.-Com. Hon. F. C. B. Addington	Shanghai
Porpoise	cruiser 3rd class	1770	6	3500	Commander F. R. Pelly	Chefoo
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. Hugh Cotesworth	Chinkiang
Redbreast	screw gunboat 1st class	805	6	720	Lt.-Com. Robt. H. J. Stewart	Takow
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. C. G. May	Bangkok
Severn	cruiser 2nd class	4050	12	6000	Captain Henderson	Hongkong
Spartan	twin-screw cruiser 2nd class	3600	8	7000	Captain Alfred L. Winsloe	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Commander R. K. McAlpine	Tientsin
Tweed	g-bt. 3rd class coast defence	363	3	340		Takow
Undaunted	cruiser	5600	12	8500	Captain Hallifax	Hongkong
Victor Emanuel	receiving ship	5157	14	-	Commodore Boyes	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Eltchaninoff	Yokohama
Admiral Nakhimoff	Russian flagship	7781	32	9500	Captain Kasherinoff	Nagasaki
Aleout	Russian gunboat	806	—	—	Captain Paronago	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Durand	Shanghai
Alger	French cruiser	4122	10	8254	Captain Jaunegniberry	Kelung
Alliance	American cruiser	—	—	—	Commander F. McCurley	Nagasaki
Arcona	German cruiser	2500	14	—	Captain A. Sarnow	Hongkong
Aspic	French gunboat	470	4	450	Commander Jouraet	Bangkok
Baltimore	U. S. flagship	4600	10	—	Captain B. F. Day	Nagasaki
Borgo	Russian torpedo boat	115	—	—	Captain Moumavieff	Hongkong
Bayard	French flagship	6200	—	—	Commander Fortin	Nagasaki
Beautemps-Beaupré	French wooden sloop	1350	9	—	Captain Ternet	Nagasaki
Bobre	Russian cruiser	—	13	—	Captain Eukvisky	Chefoo
Castilla	Spanish cruiser	3526	—	—	Capt. Enrique Saulula	Manila
Charleston	American cruiser	—	—	—		Chefoo
Comète	French gunboat	500	—	—	Capt. Maudet	Chefoo
Concord	American cruiser	1700	—	—	Captain Impey	Shanghai
Cristoforo Colombo	Italian cruiser	2700	—	—	Captain Francisco Gavotti	Hongkong
Detroit	U. S. cruiser	2000	16	5100	Commander J. S. Newell	Nagasaki
Din	Portuguese gunboat	700	—	—	Captain Gomes	Hongkong
Don Juan de Austria	Spanish cruiser	—	—	—	Commander José Padriñan	Manila
Duguay Trouin	French cruiser	3661	14	3740		Woosung
Forfait	French cruiser	2200	—	—	Captain Courregolles	Woosung
Gay Jamud	Russian man-of-war	700	—	—	Captain Melnitzky	Foochow
Girmiontchy	Russian gunboat	1500	12	2000	Commander Cherkasa	Singapore
Gumeast Oly	Russian gunboat	1492	—	—	Capt. Cherkasa	Hongkong
Haydamak	Russian gunboat	700	—	—	Commander Melnitzky	Singapore
Iltis	German gunboat	487	4	330	Capt.-Lieut. Ingenohl	Tientsin
Irene	German flagship	4400	—	—	Capt. von Dresky	Hongkong
Isly	French cruiser	4150	10	—	Captain Rivet	Formosa
Inconstant	French gunboat	800	—	—	Capt. Granier	Shanghai
Koryola	Russian gunboat	—	—	—	Capt. Timoffeff	Shanghai
Lion	French gunboat	460	—	—	Lieutenant Papaix	Chefoo
Lutin	French gunboat	487	4	425	Lieut.-Com. Mouneyera	Shanghai
Machias	American cruiser	1050	8	1000	Commander Houston	Amoy
Manila	Spanish transport	2000	—	—	Captain Vimigra	Hongkong
Marie	German cruiser	2100	10	—	Captain Oredner	Chefoo
Maria Cristina	Spanish cruiser	3502	—	—	Captain Artrin Gavin	Manila
Marion	U. S. corvette	1900	7	1170	Commander Gridley	Chefoo
Manjour	Russian cruiser	1700	7	—	Commander Andreeff	Korea
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Empy	Tientsin
Newcastle	Russian cruiser	—	9	—	Captain Zarine	Vladivostock
Otwagny	Russian gunboat	1500	—	—	Captain Rodionoff	Hongkong
Pamiat Azova	Russian cruiser	3.60	—	—	Captain Schonkbuine	Nagasaki
Petrel	U. S. gunboat	884	6	550	Lt.-Com. Emory	Nagasaki
Plavier	French gunboat	54	—	420	Lieut.-Commander Videl	Bangkok
Rasboinick	Russian gunboat	1320	10	—		Chefoo
Reina Cristina	Spanish cruiser	1067	—	—	Com'der Fr. D. Arturo Gavin	Hongkong
Rynda	Russian cruiser	3000	24	—	Captain Rimsk-Kowakoff	Kobe
Sibirien	Russian gunboat	—	—	—	Captain Baranoff	Vladivostock
Sivoutch	Russian cruiser	950	13	—	Captain Astromoff	Tientsin
Sophie	German cruiser	—	—	—	Captain Herbing	Nanking
Triumphante	French cruiser	4500	—	—		Saigon
Umbria	Italian cruiser	2400	21	6500	Captain Bertolini	Yokohama
Vipere	French gunboat	480	4	425	Commander Constolls	Bangkok
Vilisa	Russian cruiser	2600	12	3000	Captain Zarine	ashore
Vladmir Monomach	Russian cruiser	5500	—	—	Captain J. Rogestvensky	Yokohama
Wolf	German gunboat	880	6	340	Captain Kraeschmann	Hongkong
Yorktown	U. S. cruiser	2200	15	3200	Commander W. M. Fowler	Nagasaki
Zabiaka	Russian cruiser	900	—	—	Captain Domojiroff	Nagasaki

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM WATERS.

WHAMPOA.

Vessel's Name.	*Flag & Rig.*		*Destination.*
Chiyuen	Brit.	str.	
Kwang Lee	Brit.	str.	
Kweiyang	Brit.	str.	
Oanfa	Brit.	str.	
Rosary	Brit.	str.	

AMOY.

In port on April 7, 1895.

MERCHANT STEAMERS.

Chefoo	British
Kwong Mo	British

MERCHANT SAILING VESSEL.

Shanghai	Br. lighter

FOOCHOW.

In port on April 6, 1895.

MERCHANT STEAMERS.

Fuhyi	German
Jordan	British

MERCHANT SAILING VESSELS.

Orient	Ger. bqe.

SHANGHAI.

In port on March 29, 1895.

MERCHANT STEAMERS.

Abina	British
Apenrade	German
Arthur	German
Caledonien	French
Clam	British
Crane	British
Ganges	British
Jordan	British
Kiangyung	Chinese
Kiel	German
Kwongsang	British
Lee Yuen	British
Nierstein	German
Pachus	British
Peiping	Chinese
Pekin	British
Rory	British
Store Nordiske	Danish
Taku	British
Sual	British
Töli	German
Titan	British
Töyen	German
Yling	British
Yuenwo	British

MERCHANT SAILING VESSELS.

Alice Mary	Brit.	bqe.
Anne Main	Brit.	bqe.
Challenger	Amer.	sh.
Colusa	Am.	bqe.
Comet	Nica.	bqe.
Drumelton	Brit.	sh.
Oreella	Brit.	sh.
Satsuma	Brit.	bqe.
Sebastian	Back Brit.	bqe.

NAGASAKI.

In Port on March 31, 1895.

MERCHANT SAILING VESSELS.

Kozaki Maru	Japan. barg

YOKOHAMA.

In port on March 29, 1895.

Anaconda	Amer.	sch.
Arctic	Amer.	sch.
Diana	Amer.	sch.
Emeralda	Brit.	sch.
Golden Fleece	Amer.	sch.
Josephine	Amer.	sch.
Matie T. Dyer	Am.	sch.
M. Washington	Amer.	bqe.
Retriever	Amer.	sch.
Servia	Amer.	sh.
W. P. Hall	Brit.	sch.
Worlock	Brit.	steyat.

KOBE.

In port on March 30, 1895.

Joseph B. Thomas	Amer.	sh.
Socotra	Brit.	sh.

MANILA

In Port on March 20, 1895.

MERCHANT STEAMERS AND SAILING VESSELS.

Continental	Dutch	str.	Hongkong
Ebenezer	Ger.	sh.	Atlantic, U.S.
Ellen A. Read	Brit.	sh.	Atlantic, U.S.
Honolulu	Brit.	sh.	D'ware B'water
Isla de Luzon	Span.	str.	L'poolv. Spain
Mauna Loa	Brit.	bqe.	Boston
Nellie Troop	Brit.	bqe.	Sandy Hook
Patricius	Amer.	sh.	Boston

CEBU.

Edouard & Suzanne	Fr.	bqe.	Mediterranean
Waverley	Brit.	str.	United K'dom

ILOILO.

Isleworth	Brit.	str.	Gibraltar

BANGKOK.

In port on March 30, 1895

MERCHANT SAILING VESSELS.

Evenstor	Swed.	bqe.
Fernando	Norw.	bqe.
Fyffeshire	Brit.	bqe.
Hassel	Brit.	bqe.
Jolle	Norw.	bqe.
Kirsten	Norw.	bqe.
Kristina Nilsson	Ger.	brig
Magnushuus	Swed.	bqe.
Vega	Russ.	bqe.

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